GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:16
ANSWERED ON:24.02.2000
OUTLIVED SIGNALS
RAGHUNATH JHA

Will the Minister of RAILWAYS be pleased to state:

(a) whether at more than 1500 railway stations, the signalling gear of the signals have outlived their lives;

(b) whether Khanna Committee had recommended to replace these signals;

(c) if so, the reasons for not replacing the signalling gears; and

(d) the number of accidents that have taken place on account of faulty signals in the country during 1997-98, 1998-99 & 1999-2000 so far ?

Answer

MINISTER OF RAILWAYS (KUMARI MAMTA BANERJEE)

(a) to (d) A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 16 ASKED BY SHRI RAGHUNATH JHA TO BE ANSWERED IN LOK SABHA ON 24.02.2000 REGARDING OUTLIVED SIGNALS

(a) Yes, Sir, there are over 1500 stations (BG&MG) on Indian Railways where signalling gears have completed their codal life.

(b) The Railway Safety Review Committee (RSRC) 1998 headed by Justice Khanna in their report have recommended programmed replacement of signalling gears on `A` and `C` routes with life above 25 years and on the remaining routes on age-cum condition basis.

(c) Non-availability of adequate funds has been the main constraint in replacing the overaged signaling gears. However, within the available resources, the signalling gears are being progressively replaced on the railways. Works of replacement of signalling system have been sanctioned at 487 stations and the same are in various stages of completion. Subject to the availability of sufficient funds the replacement of signalling system at the balance stations can be done in coming years.

(d) Accidents on S&T account during 97-98, 98-99 & 1999-2000 so far, are 3,4 and 3 respectively. However, none of these accidents are attributed to Signalling gears due for replacement.